

## NATIONAL TRANSPORTATION SAFETY BOARD

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In the Matter of:ACCIDENT OF THE LADY D  
ON MARCH 6, 2004  
in Baltimore, Maryland

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Docket No. DCA 04 MM015

Sunday,  
March 7, 2004

INTERVIEW OF:

ED NARIZZANO

PRESENT:

MORGAN J. TURRELL, NTSB  
TOM ROTH-ROFFY, NTSB  
RON SILVER  
MARK HAMMOND  
QUINCY SHOCKLEY  
JERRY DEFRANK

1 P R O C E E D I N G S

2 MR. ROTH-ROFFY: Now is about seven minutes  
3 after four and the date is the seventh of March, 2004.

4

5 And we are here to interview Ed Narizzano.  
6 N-A-R-I-Z-Z-A-N-O.

7 Okay. And you are with the Vessel operator,  
8 is that correct?

9 MR. NARIZZANO: That is right.

10 MR. ROTH-ROFFY: Title is Director of Seaport  
11 Taxi.

12 Okay. My name is Tom Roth-Roffy and I am an  
13 investigator with the National Transportation Safety  
14 Board, Office of Marine Safety. And we are here  
15 investigating the accident that occurred aboard the  
16 Lady D.

17 MR. NARIZZANO: Yes.

18 MR. ROTH-ROFFY: That occurred yesterday  
19 afternoon about four o'clock in the evening. And  
20 joining me here today are other investigators. And what  
21 I would like to do is everybody in the room sitting at  
22 the table, please, introduce themselves for the  
23 transcriptionist. So, we will go this way.

24 MR. MURRAY: My name is Andrew Murray, I am  
25 the Director of the National Historic Seaport.

1 MR. ROTH-ROFFY: Okay.

2 MR. SILVER: Ron Silver, Seaport Taxi Fleet  
3 Captain.

4 MR. ROTH-ROFFY: Again, Ed.

5 MR. NARIZZANO: Ed Narizzano, Seaport Taxi  
6 Director.

7 LIEUTENANT COMMANDER HAMMOND: Lieutenant  
8 Commander Mark Hammond, Coast Guard Sector, Baltimore.

9 CORPORAL SHOCKLEY: Corporal Shockley,  
10 Maryland Natural Resources Police.

11 LIEUTENANT DEFRANK: Lieutenant Jerry DeFrank  
12 of Third Sector, Baltimore.

13 MR. TURRELL: Morgan Turrell, NTSB, Operations  
14 and Human Performance Group Chairman.

15 MR. ROTH-ROFFY: Okay. Once again, my name is  
16 Tom Roth-Roffy. I am the Engineering Group Chairman,  
17 as we call it.

18 Just to start off, Ed, if you could just tell  
19 us what your, the duties of your current position are  
20 with the company?

21 MR. NARIZZANO: Well, I oversee the operation  
22 and pretty much in its entirety from fiscal, you know,  
23 issues, marketing issues, operations, maintenance, you  
24 know, delegating maintenance as required, and  
25 scheduling, and who is hired and overseeing

1 performance.

2 MR. ROTH-ROFFY: Okay. And who is your  
3 superior? Who do you report to?

4 MR. NARIZZANO: My direct superior is Andrew  
5 Murray.

6 MR. ROTH-ROFFY: Okay. And who are your  
7 subordinates, who works for you, who reports to you?

8 MR. NARIZZANO: Ron Silver, and Kathy  
9 Gossural(ph), she is the office person, and all the  
10 crews that are on the schedule and that varies from  
11 season to season.

12 MR. ROTH-ROFFY: Okay. And how many boats  
13 does, do you oversee?

14 MR. NARIZZANO: Currently we have 11 boats  
15 right now.

16 MR. ROTH-ROFFY: And we did get some  
17 information about how many boats are operated in the  
18 various seasons. Could you describe that, please,  
19 during the winter months how many are on, and during  
20 the summer months?

21 MR. NARIZZANO: Well, it is a flexible  
22 schedule based on weather. This particular season we  
23 had six that were operational. We didn't utilize six,  
24 you know, on any one occasion, to my memory. We would  
25 just operate the vessels where, provided decent surface

1 level and make fiscal sense.

2 MR. ROTH-ROFFY: Okay. Could you tell us about  
3 your education, and training you have received and your  
4 employment background before your current position?

5 MR. NARIZZANO: Okay. I was a sales  
6 representative for R. J. Reynolds Tobacco Company for  
7 almost 15 years. The last two of those years, I was  
8 the training development manager here in Baltimore.  
9 And from there I got out of the sales in the tobacco  
10 industry and went into being a service manager for a  
11 truck dealership, and then an automobile dealerships  
12 after that. Between those two service manager  
13 positions, I was working part time with Harbor Shuttle,  
14 and I was an owner/operator, I owned two vessels of the  
15 Harbor Shuttle Operation for a brief period. I sold  
16 them and just operate as the captain from time to time.  
17 After leaving the Heritage Auto Group, which  
18 was the last service department, service manager  
19 position, I was working as a captain, a day cam captain  
20 with Local 25. And then from there I came here.

21 MR. ROTH-ROFFY: Okay. Local 25, could you  
22 describe that, what that means?

23 MR. NARIZZANO: That is the Marine Division of  
24 the Operating Engineers.

25 MR. ROTH-ROFFY: Okay. And your educational

1 background, Ed, could you describe that a little bit?

2 MR. NARIZZANO: I have got a four year degree  
3 from Huffs University, major is Fine Arts and minor in  
4 Marketing Management.

5 MR. ROTH-ROFFY: Okay. And could you again go  
6 back to your, when you first became involved in marine,  
7 in the marine field, what year that was, and --

8 MR. NARIZZANO: I had been operating boats  
9 since I was 10, 12 years old and did a lot of my own  
10 work in outboard motors and read service manuals and  
11 got an education that way. Ultimately, got involved  
12 with other mechanical aspects. And, you know, then I  
13 got some, some training, through -- and GMC training,  
14 programs they had, from the dealerships, Dodge,  
15 Chrysler programs, to, you know, to a certain extent,  
16 warranty training, and things that would be appropriate  
17 for a service manager to be cognizance of, aware of.

18 MR. ROTH-ROFFY: Okay. So, since you are about  
19 10 years old, you have been working on boats of various  
20 types, right?

21 MR. NARIZZANO: Yes.

22 MR. ROTH-ROFFY: Your own personal boats.

23 MR. NARIZZANO: Right.

24 MR. ROTH-ROFFY: When did you actually start,  
25 you know, working in the marine industry for money?

1                   MR. NARIZZANO: Well, I had gotten my license  
2 originally on Long Island to just take six passenger  
3 charters out and do that as means of initial income.  
4 That was 1986, I believe. And that didn't go too well.  
5 And then I got transferred down here and the  
6 opportunity came up to operate for Harbor Shuttle as  
7 the captain. That is when I did that from time to  
8 time.

9                   MR. ROTH-ROFFY: Okay. So, 1986 you, did you  
10 get a license in 1986?

11                  MR. NARIZZANO: Yes.

12                  MR. ROTH-ROFFY: What license was that?

13                  MR. NARIZZANO: At the time it was a 25 ton.  
14 And it has been updated since to 100 ton. I got my  
15 master in Coastal.

16                  MR. ROTH-ROFFY: Okay. And when did you start  
17 working with Harbor Shuttle, what year, do you recall?

18                  MR. NARIZZANO: I think it was, I think it was  
19 '91 or '92.

20                  MR. ROTH-ROFFY: And you started out as a part  
21 time master or how did you become involved?

22                  MR. NARIZZANO: I had a full time job, so, I  
23 would just occasionally fill in.

24                  MR. ROTH-ROFFY: Like during the summer time  
25 or --

1 THE WITNESS: Yes.

2 (Pause.)

3 MR. ROTH-ROFFY: Okay. For the  
4 transcriptionist that was a PA announcement, disregard  
5 that.

6 And then when did you first buy your two  
7 vessels that you had with Harbor Shuttle?

8 MR. NARIZZANO: That was '93 and '94 and I  
9 believe I operated until, I think '95, mid '95.

10 MR. ROTH-ROFFY: Okay.

11 MR. NARIZZANO: It was a relatively brief  
12 period.

13 MR. ROTH-ROFFY: And then subsequent to 1995,  
14 you continued to work with Harbor Shuttle?

15 MR. NARIZZANO: To a lesser extent. It became  
16 more occasional at that point.

17 MR. ROTH-ROFFY: Okay. So from '95 until when  
18 was that occasional work that you did with Harbor  
19 Shuttle?

20 MR. NARIZZANO: Until I came here and I really  
21 didn't go there full time. I came back here and worked  
22 for, when Harbor Shuttle was purchased by Living  
23 Classrooms. I worked a little bit here, but it wasn't  
24 a great amount, because of my other job  
25 responsibilities.



1                   MR. ROTH-ROFFY: Okay. So you were, you still  
2                   had your full time job as a service manager and you  
3                   were doing the marine stuff kind of part time?

4                   MR. NARIZZANO: Yes.

5                   MR. ROTH-ROFFY: And when did you actually --

6                   MR. NARIZZANO: Yeah, okay, then it was with  
7                   Local 25, you know.

8                   MR. ROTH-ROFFY: About what year was that, do  
9                   you recall?

10                  MR. NARIZZANO: I believe it was, I believe it  
11                  was 1998. I started off with Local 37 and then I  
12                  transferred to 25 because there was more marine work.  
13                  Thirty seven only had base operation.

14                  MR. ROTH-ROFFY: Okay. So about 1998 is when  
15                  you left your service manager position --

16                  MR. NARIZZANO: I believe that was, hat is  
17                  correct.

18                  MR. ROTH-ROFFY: -- and became sailing or  
19                  doing the marine stuff full time as a captain with the  
20                  local, which means that you were working for different  
21                  companies.

22                  MR. NARIZZANO: I worked for various  
23                  companies.

24                  MR. ROTH-ROFFY: And what kind of companies  
25                  were those?

1                   MR. NARIZZANO: Well, the first one was  
2     Keywood, and then --

3                   MR. ROTH-ROFFY: What type of operation was  
4     that?

5                   MR. NARIZZANO: That was pretty much a land  
6     company. They were trying to do Poplar Island  
7     reconstruction and I was operating one of the tugs that  
8     they had there.

9                   MR. ROTH-ROFFY: Okay. So you operated a tug  
10    with, for that company, and then what, what other type  
11    of work did you do?

12                  MR. NARIZZANO: And that finally came to an  
13    end and then I was, I briefly tried a stint as a Mac  
14    Tools salesman, that didn't, that didn't work out. And  
15    then, from there I went onto Local 25. I forget the  
16    time frame, how long it was, it might have been two,  
17    three months. It has been awhile since, I don't  
18    really recall specifically.

19                  MR. ROTH-ROFFY: So you are saying two or  
20    three months with Local 37 or with Local 25?

21                  MR. NARIZZANO: Two or three months with Local  
22    37, and then it might have been a month or two layoff  
23    and until I went to work with 25.

24                  MR. ROTH-ROFFY: And how long did you work  
25    with 25?

1 MR. NARIZZANO: Until 2001.

2 MR. ROTH-ROFFY: Okay. And with Local 25, what  
3 sort of work were you doing?

4 MR. NARIZZANO: It varied from being a deck  
5 hand jumping on floating pontoons, and making and  
6 breaking pipe joints because they wanted me to know  
7 what was going on before I started operating the  
8 vessels that were making and breaking these joints.  
9 And then I solely got into the responsible position of  
10 operating the tug. It was a small tug, they are 30  
11 foot, 40 foot. It was single diesel typically.  
12 Basically, it is bump and run.

13 MR. ROTH-ROFFY: And what company was that  
14 with?

15 MR. NARIZZANO: Most of it was with Weeks.

16 MR. ROTH-ROFFY: And that is a local company  
17 here in Baltimore Harbor or where were you running it?

18 MR. NARIZZANO: Weeks Marine is based out of,  
19 at that time they were Camden, but I believe they are a  
20 New York based operation.

21 MR. ROTH-ROFFY: But, you were working in the  
22 harbor here or where were you working?

23 MR. NARIZZANO: I was working Delaware River,  
24 sometimes up in Long Island, Cape, you know, off Cape  
25 Hamilton, the Delaware Bay in and around there.

1 MR. ROTH-ROFFY: Okay.

2 MR. NARIZZANO: The mouth of the C&D Canal.

3 MR. ROTH-ROFFY: Okay. And that, you say they  
4 are small tugs that are making and breaking pipes.  
5 What do you mean by that?

6 MR. NARIZZANO: Well, they have these  
7 hydraulic dredges and they have big tubes that are  
8 connected to go to the landfill and you have to make  
9 and, you know, assemble and disassemble the sections of  
10 the dredge to press forward.

11 MR. ROTH-ROFFY: So, it was primarily a  
12 dredging operation.

13 MR. NARIZZANO: A dredge operation, yes.

14 MR. ROTH-ROFFY: All right, and then in 2001  
15 is when you started with Seaport Taxi.

16 MR. NARIZZANO: Yes.

17 MR. ROTH-ROFFY: And what was your position  
18 when you started?

19 MR. NARIZZANO: I started as fleet captain.

20 MR. ROTH-ROFFY: And how long did you do that?

21 MR. NARIZZANO: It was about, I would say two  
22 months.

23 MR. ROTH-ROFFY: Okay. And then what were your  
24 duties as a fleet captain?

25 MR. NARIZZANO: Well, we had a fleet that was

1 in need of some attention. It was, it had a, the  
2 breakdown rate was pretty significant, keeping the  
3 equipment running was the first order of priority and  
4 crewing them up was the second issue. Because the  
5 equipment wasn't reliable, it just wasn't a viable  
6 operation from any aspect.

7 MR. ROTH-ROFFY: So you kind of came on and  
8 cleaned up their crewing and their equipment problems.

9 MR. NARIZZANO: Yeah, I had to do a lot of  
10 work to get, you know, get things where they were, they  
11 were consistent.

12 MR. ROTH-ROFFY: And who was your supervisor  
13 at that time, do you recall?

14 MR. NARIZZANO: It was Mr. Murray.

15 MR. ROTH-ROFFY: Okay. Was there a person in  
16 the director position at that time, do you recall?

17 MR. NARIZZANO: We had an individual, we had  
18 an individual that was in that position, was Dan the  
19 director? It was Jamie, Jamie was the director, Jamie  
20 Berman. And we were co managing the operation.

21 MR. ROTH-ROFFY: Okay. So you are a fleet  
22 captain for about two months and then you were made the  
23 director, is that correct, or did you have something  
24 else after that?

25 MR. NARIZZANO: I think I went right pretty

1 much being the director.

2 MR. ROTH-ROFFY: Okay. So, that is also some  
3 time in 2001.

4 MR. NARIZZANO: Yes.

5 MR. ROTH-ROFFY: Okay. So you have been  
6 director about four years or so, three years.

7 MR. NARIZZANO: About three.

8 MR. ROTH-ROFFY: About three years.

9 Okay. Tell me about the operating history of  
10 the Lady D? Have you had any problems with the Lady D  
11 since you have been associated with the company?

12 MR. NARIZZANO: We have some issues with  
13 cracks on, you know, motor mount cracks, constantly  
14 need to be, you know, attended to, front bumper contact  
15 points, we were front loading those. It is a review  
16 process. You look at the boat, you get feedback, you  
17 know, you personally look at the boat and you get  
18 feedback from the crews as far as any issues that may  
19 be needing attention. The front bumper system, I had  
20 to develop a front bumper system that reduced front end  
21 abrasions and scuffing. There was a prior program we  
22 had, we had revolved that program and came up with a  
23 good solution.

24 MR. ROTH-ROFFY: Did you put that --

25 MR. NARIZZANO: I standardized the outboard

1 configuration, got away from some of the mismatched  
2 items, different brands, different horsepower that we  
3 inherited. I moved towards the standard power of, you  
4 know, most of them had 90 horsepower Mercury, not  
5 Hondas.

6 MR. ROTH-ROFFY: This boat had a what?

7 MR. NARIZZANO: Had a Honda on it. With a  
8 number of shift cycles you go through the Hondas blower  
9 units were very susceptible to wearing out quickly. We  
10 used to get a thumping in reverse and it would be an  
11 issue for an operational standpoint. Made changes such  
12 as going from single level controls to dual level  
13 controls for reliability. Single level controls  
14 wearing out too quickly and getting out of parameters  
15 and causing excessive wear issues on the rest of the  
16 powertrain.

17 MR. ROTH-ROFFY: All right, could you describe  
18 what you mean by single versus dual level?

19 MR. NARIZZANO: There are basically two  
20 formats of engine controls, one has a single level  
21 where in the middle is neutral idle and as you push it  
22 forward, it engages and the further you push it  
23 forward, it accelerates the boat and the reverse, when  
24 you pull it back to the center, and then you get  
25 reverse the same way, a mirror image. That is easier

1 to operate from some standpoints until you have a wear  
2 issue with the number of shift cycles we have. And  
3 then it can get notchy, notchy meaning accelerates to  
4 the throttle before it engages the clutch, and it  
5 starts banging and knocking the clutches apart and  
6 creating accelerated wear. So, I went with the -- just  
7 take control with, you know, engage it yourself and it  
8 is --

9 MR. ROTH-ROFFY: So the clutch is separately  
10 controlled from the throttle.

11 MR. NARIZZANO: Red and black knobs, is how it  
12 is set up.

13 MR. ROTH-ROFFY: And these changes were  
14 applied throughout, across the fleet or just --

15 MR. NARIZZANO: They were all, I worked it  
16 from, from, you know, when one was starting to get to  
17 the point where it was starting to be worn, we would  
18 replace it with an upgraded unit.

19 MR. ROTH-ROFFY: The Lady D, any, any other  
20 particular problems related to the Lady D?

21 MR. NARIZZANO: The engine, you know, the  
22 engine pod, they would crack, you know, we would have  
23 to, you would see the engine would be a little, it  
24 would loosen up or, you know, pop up a little bit, you  
25 would have to have it welded and occasionally you have



1 contact with another, you know, a dock, into the dock  
2 or whatever, and the nature of where we dock these  
3 boats you might have a pontoon issue and they get  
4 repaired, welded.

5 MR. ROTH-ROFFY: Did you have any --

6 MR. NARIZZANO: It is just an ongoing, it is  
7 ongoing process, after that you look at these vessels,  
8 you put it on a piece, on a, you know, a regular  
9 schedule, you may miss something, because what is good  
10 right now, you may have an issue, you know, tomorrow  
11 afternoon. So, you need to look at them. And part of  
12 what our process is, is that the captains before they  
13 leave the dock or to where they check all systems,  
14 lights, forms, steering, any, you know, any damage to  
15 the, visible damage to the boat. And that is good  
16 practice.

17 MR. ROTH-ROFFY: So, the Lady D was about, I  
18 think about 36 feet in length.

19 MR. NARIZZANO: That is correct.

20 MR. ROTH-ROFFY: Do you know happen to know  
21 what the beam measurement is?

22 MR. NARIZZANO: I believe she was, she is  
23 suppose to be eight foot deep.

24 MR. ROTH-ROFFY: How does that compare with  
25 the other vessels in your fleet in terms of length and

1 beam?

2 MR. NARIZZANO: Well, we have two others that  
3 are similar in configuration. And we have two that are  
4 same length, little bit, little -- pontoon holes and I  
5 believe they are, I going to say they are 10 feet. And  
6 then we have another two that are I believe are 40, no,  
7 I am not, they are 40 some odd feet, with a 12 foot  
8 beam.

9 MR. ROTH-ROFFY: Okay. Do you know the names  
10 of the two boats that are approximately the same  
11 dimensions as the Lady D?

12 MR. NARIZZANO: Okay. One is the W. B. Morgan,  
13 Patricia P.

14 MR. ROTH-ROFFY: Could you spell that please?

15 MR. NARIZZANO: P-A-T-R-I-C-I-A, P.

16 MR. ROTH-ROFFY: And the other one was the  
17 W.B. Morgan.

18 MR. NARIZZANO: Right. They are similar.

19 MR. ROTH-ROFFY: Okay. Was the Lady D, how  
20 long has the company owned the Lady D?

21 MR. NARIZZANO: Since the prior purchase, that  
22 was 2000.

23 MR. ROTH-ROFFY: Okay. That was when the  
24 Seaport Taxi was formed as a company.

25 MR. NARIZZANO: Yes.

1                   MR. ROTH-ROFFY: And the predecessor company  
2 was called, could you tell me that?

3                   MR. NARIZZANO: It was Harbor Shuttle.

4                   MR. ROTH-ROFFY: Okay. Do you have any  
5 drawings, construction arrangement drawings for the  
6 Lady D?

7                   MR. NARIZZANO: I didn't find any when I came  
8 to the company, so, I don't have any. Apparently that  
9 wasn't transferred during the transaction, if they  
10 still had them. I don't know. The district might have  
11 retained them.

12                  MR. ROTH-ROFFY: Okay. And what became of the  
13 Harbor Shuttle company? Is it dissolved or is there  
14 any parts of it still remaining?

15                  MR. NARIZZANO: My understanding is part of  
16 the sale was that he would refrain from operating for  
17 five years, per the sale. And he wasn't operating in  
18 the harbor area.

19                  MR. ROTH-ROFFY: Okay. We would like, for the  
20 interest of getting copies of those drawings if  
21 possible. If you can, if any place other where you can  
22 look. I know we are trying with the Coast Guard to  
23 maybe deal with the boat builder. Do you know the name  
24 of the boat builder?

25                  MR. NARIZZANO: Yeah, well, it is the

1       Susquehanna Sandee Boat. And Jeff Harper is the  
2       principal up there now. I don't know if he has those  
3       on file because he brought the business from somebody  
4       else. And I don't know, I will have to find out if we  
5       can get them from him.

6               MR. ROTH-ROFFY: Okay. And where is this  
7       company located, Susquehanna --

8               MR. NARIZZANO: It is in Willow Street,  
9       Pennsylvania.

10              MR. ROTH-ROFFY: Okay. Could you describe your  
11      maintenance program for the, for your fleet? Is it, is  
12      it paper based, computer based or, or how do you keep  
13      track of your maintenance program?

14              MR. NARIZZANO: It is, it is a, what I call a  
15      feedback system. We look at the vessels. They are  
16      very simple, there are very few systems on the vessels.  
17      You have the steering system, the engine, itself,  
18      which is a two stroke, you grease it and you, you know,  
19      inject oil and change the focus, occasionally, if you a  
20      rough idle scenario. With four strokes you change oil  
21      and I try to do it every month, six weeks, depending on  
22      the use of the vessel. Sometimes a little bit more,  
23      sometimes a little less, it depends on, you know, the  
24      hours and the condition of the oil. You know, go  
25      around and check, you know, check the fittings, if

1       there is any grease, we grease them. Hydraulic  
2       steering system is self lubricating and the oil, if you  
3       develop a leak, we replace the seals, or whatever needs  
4       to, needs to be attended to.

5               MR. ROTH-ROFFY: Okay.

6               MR. NARIZZANO: Everything is pretty much a  
7       visual check. I mean, things like propellers get  
8       knocked around in the harbor, they will have dings and  
9       bits and knocks in them, so, that is, as long as it is  
10      not excessive we are not going to replace them on a  
11      regular basis, unless it becomes an operating issue,  
12      like I said.

13              MR. ROTH-ROFFY: Okay. You mentioned something  
14      like changing oil every six or eight weeks in the --

15              MR. NARIZZANO: In the Hondas.

16              MR. ROTH-ROFFY: How do you keep track of  
17      that, do you have a record system of any kind or how do  
18      you know when you --

19              MR. NARIZZANO: I know when I did the oil  
20      change last. I pull a dip stick occasionally and look  
21      at it.

22              MR. ROTH-ROFFY: Okay. Are you saying --

23              MR. NARIZZANO: I only have one engine like  
24      that and we just got the, some Deals and I am changing  
25      that heavy, you know, 300 hours, 250, 300 hours.

1                   MR. ROTH-ROFFY: So you don't have any -- Do  
2                   you have any maintenance records for --

3                   MR. NARIZZANO: I don't have any, I don't keep  
4                   any records of maintenance.

5                   MR. ROTH-ROFFY: Okay. What about repairs, do  
6                   you anywhere document the repairs that you do on the  
7                   boat?

8                   MR. NARIZZANO: Well, any kind of welding or  
9                   structural work, I don't do that, so that gets done by  
10                  Anchor Bay or any structural work, a couple of times I  
11                  farmed it out to a local welder, so I can produce those  
12                  if necessary as far as, you know, welding the pontoons,  
13                  if there is a ding or crack in the pontoon or outboard  
14                  bracket welding, repair, things like that.

15                  MR. ROTH-ROFFY: Please identify yourself?

16                  MR. MURRAY: Andy Murray, just to follow up,  
17                  that, our accounting department would have any  
18                  structural work that involved an invoice, our  
19                  accounting department would have a record of that.

20                  MR. ROTH-ROFFY: Okay. Do you recall any  
21                  structural work having been done on the Lady D since  
22                  you have been associated with it?

23                  MR. NARIZZANO: We had some welding done, I  
24                  believe, on the back pontoon area, I think last year or  
25                  maybe a little longer, more than a year ago, front deck

1 was in need of total reconstruction, so I authorized  
2 that to be, to be redone and reenforced and strengthen.  
3 The engine pod had some cracked bolts and it was loose  
4 and sagging and we replaced that. And we repaired, you  
5 know, it would be welded, the seal was upside down.  
6 That was repair to it.

7 MR. ROTH-ROFFY: And was the Coast Guard  
8 involved in seeing the results of that repair after it  
9 was done or not?

10 MR. NARIZZANO: I don't believe so. It was a  
11 repair that, it was not what I understand a need to  
12 report it. It was repairing and maintaining it to the  
13 condition of which it was suppose to be.

14 MR. ROTH-ROFFY: Okay. Any problems with the  
15 steering system on the Lady D recently, reported by the  
16 captains --

17 MR. NARIZZANO: No.

18 MR. ROTH-ROFFY: That they were having trouble  
19 with the steering or you had done any major work on the  
20 steering system?

21 MR. NARIZZANO: Some time back we were  
22 concerned about it being a little notchy, but, it  
23 needed some grease and I greased all the points and  
24 that seemed to be the problem. I haven't had any  
25 reports back for some time now.

1                   MR. ROTH-ROFFY: Okay. About how long ago did  
2 you have that problem?

3                   MR. NARIZZANO: The repair was done --

4                   MR. ROTH-ROFFY: Okay. We are running out of  
5 time, so I am going to pass to the next interviewer. I  
6 am not entirely finished, but, I would like to get some  
7 of the other folks.

8                   Morgan, do you have some questions?

9                   MR. TURRELL: Yeah, I think I will continue,  
10 there is so much to cover. I will defer mine to later.

11                  MR. ROTH-ROFFY: Anybody else have some quick  
12 questions that kind of are eating at you that you want  
13 to ask now or it can wait until tomorrow?

14                  UNIDENTIFIED SPEAKER: I think I prefer to  
15 wait.

16                  MR. ROTH-ROFFY: Okay. All right, well, let's  
17 go ahead and close Part 1 of this interview. Thank you  
18 very much, Ed. It is 37 minutes after four o'clock and  
19 that will close this session of our interview with Ed.  
20 Thank you very much.

21                  (Whereupon, the interview was concluded.)